

Highway 150 Corridor Plan

Highway 150 Corridor Plan

Introduction	1
Purpose	1
Plan Area	2
Background	2
Process	5

INTRODUCTION

Over the past 15 years, Catawba County has undertaken a series of long-range planning initiatives to assist coordinated growth and development of the County. These plans included a county-wide comprehensive plan, referred to as VisionQuest 2010 (1996), a Strategic Growth Plan (1999) and smaller focused plans referred to as “Small Area Plans” (SAP).

Within the last several years, there has been noticeable activity in and around the Hwy. 150 corridor as it is a vital connector between Hwy. 16 and I-77. The Corridor links the Charlotte and Hickory metro areas. The past two decades have also seen considerable growth in the area north of Charlotte along I-77. This growth trend will most likely take place between the Terrell and Denver areas within the next decade and beyond.



US Highway 150

PURPOSE

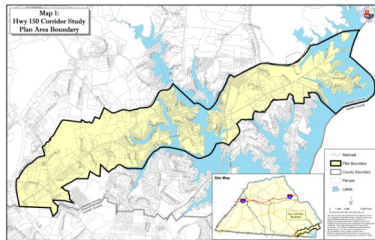
The purpose of the Hwy. 150 Corridor Plan, hereafter referred to as the “Plan”, is to: (1) develop a set of goals based upon applicable principles in the Sherrills Ford SAP, and (2) prepare a series of Plan Action Strategies (PASs) with measurable outcomes, and realistic timelines. See Table 1: Plan Action Strategy (PASs) Legend at the end of this chapter and each Plan Action Strategy (PASs) table at the end of their respective chapters. The legend explains the symbols, prioritization, and timelines associated with each PASs. The appendix also has a consolidated PAS table for convenience. The plans described in the Background sec-

Chapter 1 Introduction

tion are still valid and serve as the foundation for this Plan.

More specifically, the Plan addresses a series of issues focusing upon:

- A smaller geographic area than what was previously defined within the Future Forward Plan, and the Sherrills Ford SAP;
- The identification of potential economic and educational opportunities;
- An improved transportation network;
- A more harmonious development approach for the County and other jurisdictions along Hwy. 150; and
- Modifying land use recommendations and design standards.



Study Area

PLAN AREA

The boundary of the corridor extends approximately one-half to one-mile north of Highway 150, following the Seaboard Coast Railroad right-of-way, running along Mt. Pleasant Road, along property lines to Highway 16 Business, and then to the new Highway 16. To the south, the corridor extends approximately one-half mile and follows the edges of Lake Norman and property lines. The corridor runs from the Catawba River to the Lincoln County line. *See Map 1: Hwy. 150 Corridor Study Plan Area Boundary.*

BACKGROUND

As noted in the *Introduction* above, several plans have been adopted/accepted which include components relative to the Hwy. 150 corridor. Following is an overview of those plans and key components, several of which are incorporated into this Plan.

FUTURE FORWARD (2003) – In the Summer of 2002, a committee of business, government, and academic leaders was formed to include twelve counties in North Carolina's 10th and 11th Congressional District. The Fu-

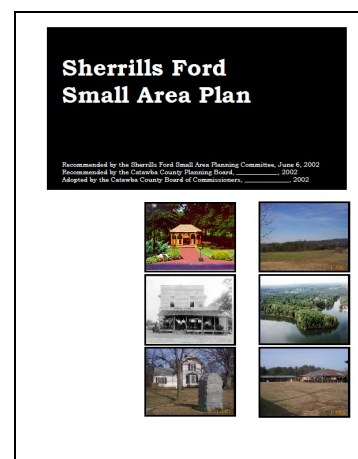
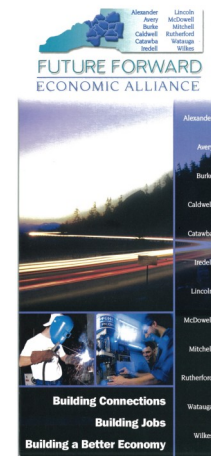
Chapter 1 Introduction

ture Forward Committee set out to create a regional economic development strategy which would serve as a guide to the future and identify critical public and private investments in response to significant economic challenges in the area. This plan identified key elements of the “Future Forward Vision” by focusing upon:

- Improving education and skills of the workforce
- Encouraging a renewed sense of entrepreneurship and innovation
- Promoting a more diverse economy
- Developing and protect the outdoor amenities/environment
- Encouraging teamwork of local governments

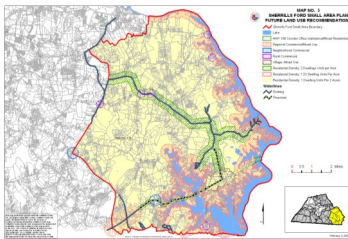
SHERRILLS FORD SMALL AREA PLAN (2003) - This plan is one of seven plans prepared for the unincorporated areas of the County resulting from one of the sixteen strategies identified the County’s Long Range Strategic Growth Plan. The plan addresses a host of recommendations some of which are listed below:

- Land Use and Community Design
 - A village center should be designated at the intersection of Hwy. 150 and Sherrills Ford Road, with other commercial nodes along the corridor;
 - Where utilities are available, commercial uses and high density single family and multi-family developments are recommended in the area of the village center at Terrell;
 - Developments along the lake should be of a lower density to protect the lake environment;
 - Development standards should be applied to address access management, setbacks, landscaping, interconnectivity, signage, mixed density and small neighborhood uses; and
 - Industrial uses should be limited to those areas currently zoned for industry.



Chapter 1 Introduction

- Transportation
 - Perform a feasibility study for widening and/or relocating Hwy. 150, including alternatives through Historic Terrell. The SAP Committee favored a four-lane divided highway with landscaped median;
 - Implement measures to preserve enough right-of-way for highway widening;
 - Pursue funding for pedestrian and bicycle paths;
 - Explore mass transit connections;
 - Pursue funding for “gateway” improvements; and
 - Review Hwy. 150 and Slanting Bridge Road intersections for safety improvements.
- Community Facilities and Public Services
 - Provide recreational opportunities, and offer water access areas on Lake Norman.
 - Obtain a larger library to allow for increased offerings to patrons. Include a public meeting/community room.
 - Explore the possibilities of public water and sewer on a regional basis.
- Economic Development
 - Direct large-scale mixed use commercial developments to the Hwy. 150 corridor, the Hwy. 150/16 regional commercial center and the village center at Terrell.
 - Designate neighborhood commercial centers at the intersections of Hwy. 150. and Mt. Pleasant Road and Hwy. 16.
 - Heavy industrial uses should be limited to currently zoned industrial sites. Light industrial uses should be developed in an attractive park-like setting.



*Future Land Use
Sherrills Ford SAP*

Chapter 1 Introduction

- Natural and Cultural Resources
 - Establish voluntary agricultural districts as a means of protecting the rights of farmers to continue to farm.
 - Encourage the County to partner with local organizations/corporations to increase recreation opportunities.
 - Consider strategic land purchases or development right purchases to preserve wildlife habitats and provide community recreation opportunities.



Terrell

PROCESS

Staff met with the jurisdictions of Lincoln County, City of Mooresville, and Iredell County which touch the study area.

A drop-in session was held at the Sherrills Ford-Terrell Fire and Rescue facility on November 21, 2013 to gain public input for the County's Highway 150 Corridor Plan. Approximately 256 people signed in for the event. Large scale maps were displayed showing the Corridor Area Study Boundary, Current Land Use, Current Zoning, Current Zoning Overlays, Public Facilities/Utilities, Natural/Cultural Resources, Volunteer Agricultural Districts, and a location map of development projects approved along the corridor. An NCDOT representative displayed maps showing alternative routes for the Terrell area of Hwy.150. A summary of attendees comments on the plan can be seen in the appendix.

The Plan was drafted by the Catawba County Planning staff with technical assistance from the following:

- Catawba County Utilities and Engineering
- Catawba County GIS
- Western Piedmont Council of Governments
- Economic Development Commission
- NCDOT
- Catawba County Historical Association



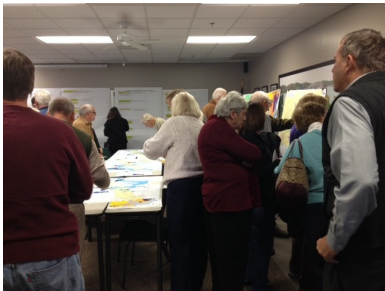
Public Forum

Chapter 1 Introduction

The draft plan strategies were considered by the Planning Board in a workshop at its February 24, 2014 meeting.

The draft plan strategies and maps were presented to the public in a drop-by session at the Sherrills Ford-Terrell Fire and Rescue facility on May 8, 2014. Approximately 80 people attended.

The Planning Board will conduct a public hearing on the plan at its _____ meeting.



Public Forum

The Board of Commissioners will conducted a public hearing on the plan at its _____ meeting.